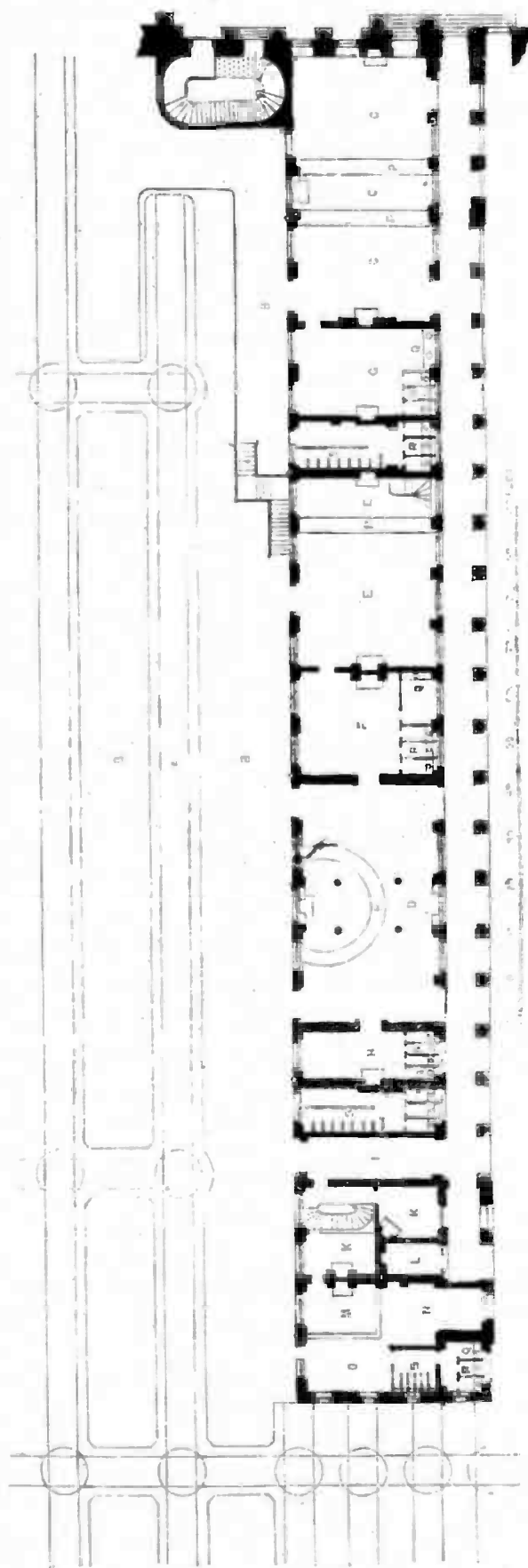




PLAN OF THE LIME-STREET STATION, LIVERPOOL.

THE LIME-STREET STATION OF THE NORTH-WESTERN RAILWAY, LIVERPOOL.

THE Lime-street station, to which we have already briefly alluded, was originally built by Mr. Cunningham, of Liverpool. The façade, however, towards Lime-street, was erected from a design by Mr. Forster, the architect to the corporation, who received from the Company the necessary funds for that purpose. The station having become much too small for the greatly-increased traffic of the line, it was determined by the Directors, in 1846, to remodel and re-arrange it. To this end, the tunnel front has been cut back, and a very large area obtained by purchasing houses and premises to a great extent in Hotham-street, Gloucester-street, and Sydney-street. Hotham-street is now crossed by a bridge, which allows the continuance of the platforms under that bridge up to the face of the tunnel, and by this means platforms, 500 feet in length, have been obtained.

This bridge is a level beam bridge, of cast-iron, carried on Tuscan columns of very good proportion. It was designed and executed by Mr. Edward Wood, the resident engineer.

The general arrangements of the stations are from the designs of Mr. J. Locke, M.P., the engineer-in-chief of the railway. The design of the offices, of which we engrave the elevation and plan, was entrusted to the care of Mr. W. Tite, F.R.S., architect, of London.

The principal entrance is from the street called Lord Nelson-street; and the offices are all arranged lengthways on the platform. The one-pair floor is appropriated to the accommodation of the Board, the secretary, treasurer, &c., and the second, or upper floor to the ticket department.

The contractor is Mr. John Jay, of London-wall; the amount of the contract about 30,000*l*.

The material used is principally brick; the colonnade and dressings being the mill-stone grit quarried at Darley-dale, in Derbyshire, the same stone as is used at St. George's Hall. The plinths of the columns and of the buildings generally are Devonshire granite.

From the difficulty of erecting the new buildings without interfering with the large and active business carried on, it has been necessary to proceed very slowly with the work so as to build it in two detached portions.

The part constructed now consists of a centre and the left wing, and to adapt this for temporary purposes the refreshment rooms are "for the nonce" used for the booking offices of the Northern trade. In the basement, are extensive offices, kitchens, third-class refreshment rooms, guards' and porters' rooms, and the other various requirements of a railway station.

The great shed is, at present, temporary. Mr. Turner, of Dublin, has contracted for an iron roof, in one elliptical span, the conjugate diameter being 150 feet. The first experiments on the principals of roof, made in Dublin in the autumn of last year, were unsatisfactory, the ribs having given way. He is now, however, as we understand, making another attempt with ribs of a different form.

References to Plan.

- A Great shed.
- B Departure platforms.
- C Booking-office for Manchester, Bolton, and Preston.
- D Booking-office for London and Birmingham.
- E Refreshment-room.
- F Ladies' first-class waiting-room.
- G Ladies' waiting-room.
- H Ladies' second-class waiting-room.
- I Entrance gateway.
- K Superintendent's rooms.
- L Bullion-office.
- M Left cloaks, umbrellas, &c.
- N Porters' room.
- O Lamps.
- P Counters.
- Q Wash.
- R Water-closets.
- S Urinals.

CONDITION OF THE BRITISH MUSEUM.

—Part of the evidence taken by the commissioners, appointed to inquire into the constitution and management of the British Museum, is about to be laid before the House of Commons. The commissioners seem to be moving very slowly; another commission must be appointed presently to inquire into their condition.